



THE NEW

747-8

INTERCONTINENTAL™

# 747-8 INTERCONTINENTAL: INSPIRED, EFFICIENT, AND ADVANCED

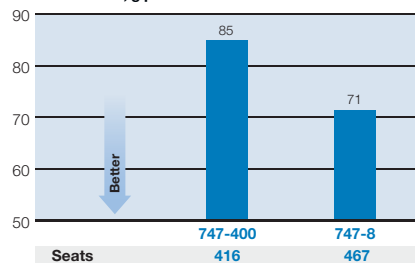
Boasting the lowest seat-mile costs of any airplane, the 747-8 Intercontinental combines 747 prestige and appeal with 787 technology for success in the 21st century. Operators of the new Intercontinental can fly 8,000 nmi to exploit lucrative new market opportunities. Relative to the 747-400, they can carry 51 more passengers and 28 percent more cargo—all with equivalent trip costs and 11 percent lower seat-mile costs. The result is utterly unsurpassed profit potential.

Advanced aerodynamics and systems, 787 Dreamliner-technology engines, increased use of advanced alloys and composite materials, and a stunning Dreamliner-inspired interior are new with the 747-8. Combined with the 747's market-proven strengths and configuration, they make a great airplane far better still. The 747-8 keeps financial risks low and rewards high because it fits into the global infrastructure used by earlier 747s, shares the same pilot type rating, and employs the same ground-support equipment.

Emissions are well below current limits. Structural, aerodynamic, and propulsion efficiency yield a remarkable 16 percent improvement in fuel use and carbon dioxide emissions relative to the 747-400. The advanced 747-8 is exceptionally quiet with noise levels well below ICAO Chapter 4 standards. It is classified as category QC2 for takeoff at Heathrow Airport.

## ENVIRONMENTAL PERFORMANCE

Carbon dioxide, g per seat-km



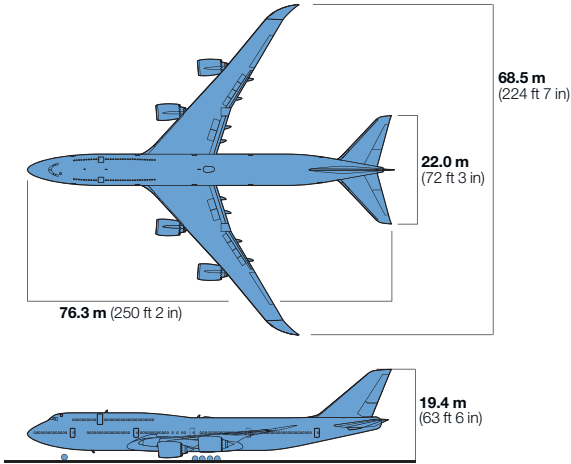
- 6,000-nmi (11,110-km) trip
- Typical mission rules
- Three-class seating

## RANGE CAPABILITY

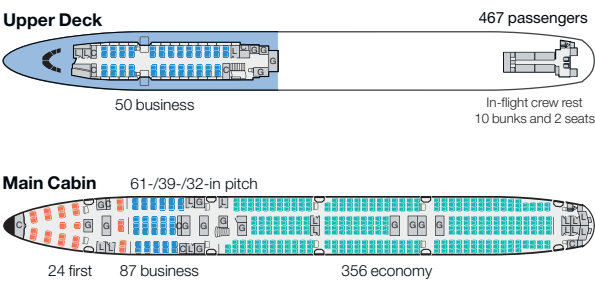


- Full passenger payload
- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included

DIMENSIONS



INTERIOR ARRANGEMENTS



CHARACTERISTICS

747-8 Intercontinental		
Maximum taxi weight	kg (lb)	443,610 (978,000)
Maximum takeoff weight	kg (lb)	442,250 (975,000)
Maximum landing weight	kg (lb)	309,350 (682,000)
Maximum zero fuel weight	kg (lb)	291,200 (642,000)
Typical three-class seating		467
Lower hold volume	m³ (ft³)	179.7 (6,345)
Fuel capacity	L (U.S. gal)	242,470 (64,055)
Fuel consumed <sup>[1]</sup>	Liters per pass-100 km	2.8
Design range (typical three-class)	nmi	8,000

<sup>[1]</sup> 6,000-nmi (11,110-km) trip





## **Boeing Commercial Airplanes**

Marketing

P.O. Box 3707

Seattle, WA 98124-2207

[www.boeing.com](http://www.boeing.com)

The statements contained herein are based on good faith assumptions and provided for general information purposes only. These statements do not constitute an offer, promise, warranty or guarantee of performance. Actual results may vary depending on certain events or conditions. This document should not be used or relied upon for any purpose other than that intended by Boeing.